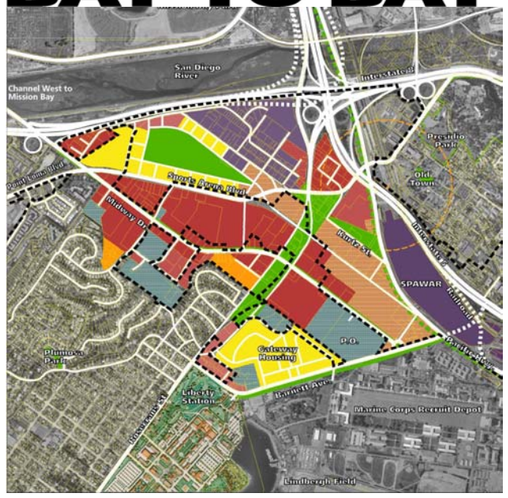
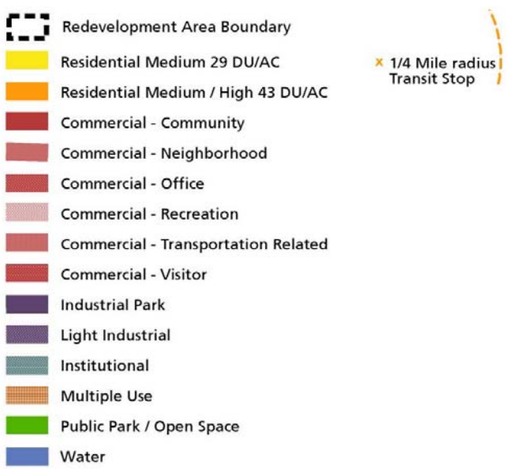
BAY TO BAY LINK FEASIBILITY STUDY

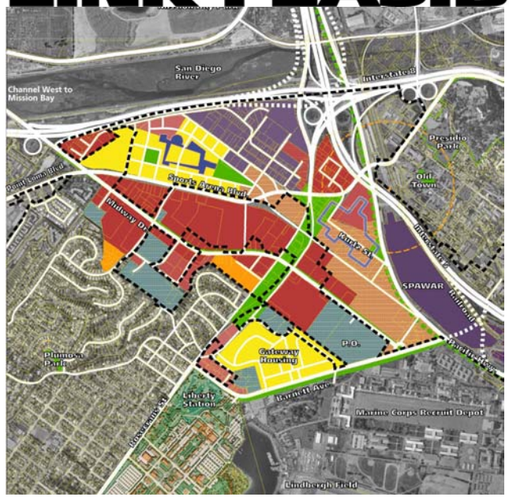


Park System Alternative

Description

- Network of public park land coupled with bicycle and pedestrian routes connect to paths along the bays and river
- 56 acres of parks link residential, school, commercial and multiple use development
- Public transit throughout
- Realignment of intersection at Sports Arena and Rosecrans St.
- Realignment of Rosecrans St. for a neighborhood park
- Allows for future channel

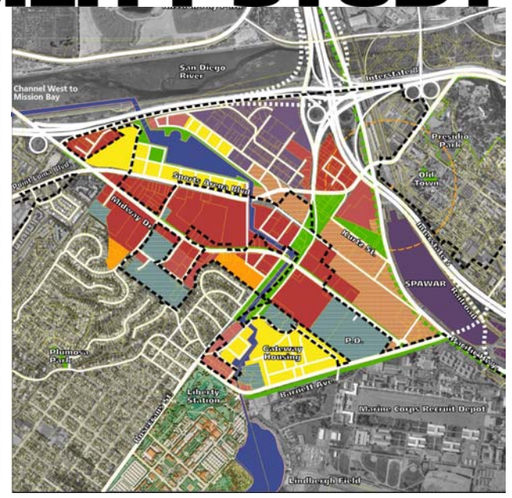




Non-Tidal Channel Alternative

Description

- Two inland-water channel loops with harbors for small boats
- Parkway adjacent to the channels for pedestrian activity
- Waterfront development links commercial, residential and multiple use
- Network of public park land coupled with bicycle and pedestrian routes connect to paths along the bays and river
- 29 acres of parks link residential, school, commercial and multiple use development
- Public transit network
- Realignment of intersection at Sports Arena and Rosecrans
- Realignment of Rosecrans St. for a neighborhood park
- The width of the channels vary from 20-75 feet wide
- The 8 foot deep channel is contained within vertical walls
- Pumps for water circulation



Navigable Channel Alternative

Description

- Boat access between San Diego Bay and Mission Bay via channel in the San Diego River
- Inland harbor for boats
- Six bridges cross the channel
- Waterfront development of residential and multiple use
- 34 acres of public parks (not including water area)
- Pedestrian/bicycle and public transit network throughout
- Realignment of intersection at Sports Arena and Rosecrans
- Realignment of Rosecrans St. for Neighborhood park
- The 17 foot deep channel is contained within vertical walls
- The width of the channel varies with an average of 50 feet
- Flood gates required in the San Diego River and at Mission Bay
- Pumps assist in water circulation
- Channel is dredged through San Diego River and the center Jetty of Mission Bay

Executive Summary

This document presents the feasibility of linking San Diego Bay and Mission Bay with a navigable channel. Additionally, it assess two other options that would provide some of the benefits of the connection with less impacts and costs.

Each alternative is based upon the proposed land uses of the Midway/Pacific Highway Corridor Community Plan (1999) within the 30 foot height limit. The land uses shown include actions since the adoption of the Community Plan Amendment, such as the City's acquisition of the Naval Training Center, the Navy's development of its Space and Naval Warfare Systems Command, retention of the Marine Corps Recruit Depot, Lindbergh Field and the Midway post office.

The alternatives were developed to:

- minimize conflicts with known obstacles such as landfills, contaminated soils, large underground utilities; and
- improve availability of community and neighborhood parks, and open spaces with pedestrian/bicycle linkages;
- improve transit and vehicular circulation; and
- enhance the character of the Midway Community.

The Study addressed the following issues for each alternative. Results register as either economic or environmental costs.

- **Air Quality** - motor exhaust during construction and autos
- **Biological Resources** - native habitat in the river and bays
- **Cultural Resources** - historic buildings and archaeology
- **Dry Utilities** - telephone, cable, gas, and electric systems
- **Economics** - public expenditure and revenue
- **Geotechnical Engineering** - soils and seismic faults
- **Hazardous Materials** - underground storage tanks, landfills
- **Waterfront Engineering** - channel, circulation, flood control
- **Land Use and Urban design** - composition and character
- **Noise** - motors through construction and new use
- **Storm/Sanitary Sewer** - alignment and upgrade network
- **Transportation** - automobile, transit, bicycle, pedestrian
- **Visual Quality** - impacts through construction
- **Water Quality** - mixing of the bay's pollutants

BAY TO BAY LINK FEASIBILITY STUDY

Executive Summary

Project costs for each of the alternatives are detailed in the report and appendix. They appear in the economic summary table below as deficits.

Total Cost to Acquire Properties	Park System	Non-Tidal	Navigable Channel
	$ 276,294,341	$ 325,848,504	$ 361,947,454

Development Costs of Improvement

Biological Resources	Park System	Non-Tidal	Navigable Channel
Coastal marsh habitat mitigation			550,000
Mudfalt habitat mitigation			5,000
Sand bar habitat mitigation			76,000
Open water habitat mitigation			183,000
Interpretive Facility	4,000,000	4,000,000	4,000,000
Outdoor interpretive kiosk	500,000	500,000	500,000
Interpretive trail, 0.5 mile, 4 stations	50,000	50,000	50,000
Subtotal Biological Resources	**4,550,000**	**4,550,000**	**5,364,000**

Hydraulics/Waterfront Engineering	Park System	Non-Tidal	Navigable Channel
Excavate channel		900,000	11,200,000
Excavate channel		900,000	
Construct seawall along excavated channel		9,600,000	52,000,000
Construct seawall along excavated channel		14,400,000	
Dredge through levee			810,000
Construct Flood gate			1,000,000
Levee adjustments for flood gate			500,000
Dredge the San Diego River			8,500,000
Construct Gate at Mission Bay			750,000
Pumps for water circulation		300,000	750,000
Remove 96" Sewer Main		-	1,140,000
Remove 30" Sewer Main			150,000
Remove 56" Storm Drain		255,000	800,000
Remove 24" Water Main			150,000
Construct 96" Sewer Main		-	4,400,000
Construct 30" Sewer Main			600,000
Construct Sewer Lift Station		-	6,000,000
Construct 56" Storm Drain		960,000	3,000,000
Construct 24" Water Main			600,000
Construct Storm Drain Network (Local Streets)	2,500,000	2,500,000	2,500,000
Subtotal Hydraulics/Waterfront Engineering	**2,500,000**	**29,900,000**	**94,900,000**

Dry Utilities	Park System	Non-Tidal	Navigable Channel
Telephone Distribution	**5,262,712**	**16,338,323**	**5,262,712**
Telephone Transmission	**4,009,211**	**12,449,904**	**4,009,211**
Cable Television (CATV) Distribution	**885,186**	**1,426,390**	**885,186**
Cable Television (CATV) Transmission	**802,146**	**1,477,338**	**802,146**
Gas Distribution	**2,741,593**	**6,681,752**	**2,741,593**
Gas Transmission	**522,476**	**-**	**522,476**
Electric Distribution	**17,023,675**	**46,162,823**	**17,023,675**
Electric Transmission	**495,153**	**-**	**495,153**
Subtotal Dry Utilities	**31,800,000**	**84,600,000**	**31,800,000**

Hazardous Materials	Park System	Non-Tidal	Navigable Channel
Removal of contaminated soils, transportation	-	2,895,750	16,875,000
Subtotal Hazardous Materials	**$ -**	**$ 2,895,750**	**$ 16,875,000**

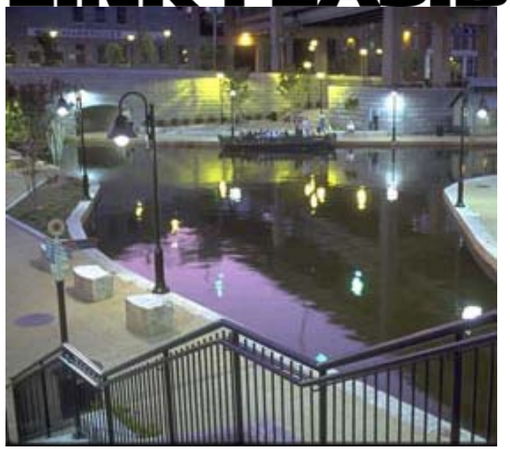
Transportation	Park System	Non-Tidal	Navigable Channel
Roadway Cross Section 4 Lane Collector W/O Median	10,830,845	8,877,742	7,279,748
Roadway Cross Section 4 Lane Major W/ Median	370,724	370,724	370,724
Roadway Cross Section 6 Lane Major W/ Median	2,276,008	2,276,008	4,552,016
Roadway Cross Section 6 Lane Major (One Way)	6,239,829	6,239,829.27	6,568,241
Traffic Signal W/ Lighting at Intersection Only	3,000,000	2,400,000	2,880,000
Bridge Structure	-	3,700,000	20,050,000
Structural Fill	-	-	448,000
Roadway Removal	2,900,000	3,160,000	2,600,000
Support Cost	6,404,352	6,756,076	11,187,183
Business Relocation	-	-	-
Right-of-Way	-	-	-
Subtotal Transportation	**32,021,758**	**33,780,379**	**55,935,913**

Parks and Open Space	Park System	Non-Tidal	Navigable Channel
Sidewalk pavement, colored concrete, exposed agg.	6,272,000	5,656,000	5,880,000
Channel ROW trees, groundcover & irrigation	-	4,704,000	6,115,200
Street median trees, groundcover & irrigation	2,240,000	2,020,000	2,100,000
Street tree planting, 36" box in tree grate & irrigation	2,240,000	2,020,000	2,100,000
Frontage zone shrubs, groundcover & irrigation	806,400	727,200	756,000
Seating	716,800	646,400	672,000
Trash receptacles	149,333	134,667	140,000
Pedestrian lighting	1,680,000	1,515,000	1,575,000
Transit shelters	224,000	202,000	210,000
Floating docks	-	-	3,120,000
River Channel Walk			300,960
Park construction	14,275,000	7,325,000	8,400,000
Subtotal Parks and Open Space	**$ 28,603,533**	**$ 24,950,267**	**$ 31,369,160**
Subtotal	**99,475,292**	**180,676,396**	**236,244,073**
20% Contingency	19,900,000	36,200,000	47,300,000
Total Cost of Improvements	**$ 119,375,292**	**$ 216,876,396**	**$ 283,544,073**

Annual Maintenance	Park System	Non-Tidal	Navigable Channel
Park Maintenance	571,000	293,000	336,000
Maintenance of habitat areas			200,700
Biological Monitoring			33,450
Maintenance dredging in south shannel near SD Bay			126,000
Maintenance dredging in north channel near SD River			800,000
Maintenance dredging within San Diego River			2,600,000
Pump maintenance		10,000	30,000
Subtotal	**600,000**	**400,000**	**4,200,000**
20% Contingency	120,000	80,000	900,000
Total Annual Maintenance	**$ 720,000**	**$ 480,000**	**$ 5,100,000**

BAY TO BAY LINK FEASIBILITY STUDY

Park System Alternative



Non-Tidal Channel Alternative

Navigable Channel Alternative

	($2003).	Surplus / (Deficit)	Surplus / (Deficit)	Surplus / (Deficit)
Economic Summary		**Park System**	**Non-Tidal**	**Navigable**
Present Value of:				
	Project Generated Net Revenue (Deficit)			
	Project Generated Revenue	$ 79,871,298	$ 130,490,952	$ 94,814,445
	Project Costs	$ (324,658,251)	$ (433,383,941)	$ (574,315,112)
	Project Generated Net Revenue (Deficit)	$ (244,786,953)	$ (302,892,989)	$ (479,500,668)
	Fiscal Revenue (Deficit)			
	Tax Increment Revenue (Deficit) to Redevelopment Agency	$ 26,129,446	$ 30,251,265	$ 24,457,346
	Property Tax Revenue (Deficit) to City of San Diego	$ 2,570,078	$ 2,994,616	$ 2,417,491
	Net Sales Tax & TOT Revenue (Deficit)	$ 996,956	$ 257,999	$ (3,181,015)
	Net Fiscal Revenue (Deficit)	$ 29,696,480	$ 33,503,880	$ 23,693,822
Project Deficit Before Fiscal Cost of Services to New Development		$ (215,090,473)	$ (296,389,108)	$ (455,806,846)
Source: Economics Research Associates.				

Summary of Environmental Feasiblity	Park System	Non-Tidal	Navigable
Air Quality	High Feasibility	Moderate	Moderate
Biological Resources	High Feasibility	High Feasibility	Low Feasibility
Cultural Resources	High Feasibility	High Feasibility	High Feasibility
Geotechnical	High Feasibility	Moderate	Low Feasibility
Noise	High Feasibility	Moderate	Moderate
Visual Quality	High Feasibility	Moderate	Moderate
Water Quality	High Feasibility	Moderate	Low Feasibility

Executive Summary

A Navigable Channel Alternative that connects San Diego Bay and Mission Bay is not considered appropriate due to the public expenditure and impact on the environment.

While a navigable channel alternative may be feasible in terms of engineering capability, it has substantive environmental constraints related to potential loss of sensitive intertidal wetland ecosystems, possible contamination by hazardous wastes and toxic chemicals contained in historic abandoned landfills, and the translocation of noxious, invasive species.

The other two options have various levels of feasibility. Although both show public investiture beyond revenue generation, the Parks System alternative provides benefits to the environment while the Non-Tidal Alternative poses moderate impacts.

In any of the alternatives, specific principles should prevail.

- Redevelopment of the Midway Community should include public parks to meet the needs of the residential population. These parks should be designed to detain and filter storm water runoff.

- New public transit should serve current and future development of Midway. Realignment of non-standard intersections and reduction of excessive curb cuts should enhance the experience and safety of motorists.

- Private and public property owners can benefit through the Redevelopment Agency's provisions for hazardous materials clean-up and utility upgrade.